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is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983; 49 FR 15548, Apr. 19, 1984, as amended by CGD 90-039, 59 FR 21937, Apr. 28, 1994; CGD 97-004, 65 FR 12945, Mar. 10, 2000; USCG-1999-5700, 65 FR 46605, July 31, 2000]

§ 167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

§ 167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Pre-

venting Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

§ 167.50 In the approaches to Portland, ME: General.

The traffic separation scheme in the approaches to Portland, ME, consists of three parts: A precautionary area, an Eastern approach and a Southern approach. The specific areas in the traffic separation scheme in the approaches to Portland, ME, are described in §§ 167.51 through 167.53.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

§ 167.51 In the approaches to Portland, ME: Precautionary area.

A precautionary area is established with a radius of 5.45 miles centered upon geographical position 43°31.60' N, 70°05.53' W, the areas within separation zones and traffic lanes excluded.

[USCG-2010-0718, 75 FR 77533, Dec. 13, 2010]

§ 167.52 In the approaches to Portland, ME: Eastern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
43°30.18' N	069°59.17' W.

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Latitude	Longitude
43°24.28' N	069°32.70' W.

(b) A traffic lane $\frac{1}{2}$ miles wide is established on each side of the separation zone.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

§ 167.53 In the approaches to Portland, ME: Southern approach.

(a) A separation zone 1 mile wide is established and is centered upon the following geographical positions:

Latitude	Longitude
43°27.00' N	70°03.48' W.
43°07.82' N	69°54.95' W.

(b) A traffic lane $1\frac{1}{2}$ mile wide is established on each side of the separation zone.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

§ 167.75 In the approach to Boston, MA: General.

The traffic separation scheme (TSS) in the approach to Boston, MA, consists of three parts: Two precautionary areas and a TSS. The specific areas in the TSS in the approach to Boston, MA, are described in §§ 167.76 and 167.77. The geographic coordinates in §§ 167.76 and 167.77 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77533, Dec. 13, 2010]

§ 167.76 In the approach to Boston, MA: Precautionary areas.

(a) A precautionary area is established with a radius of 6.17 nautical miles centered upon geographical position 42°22.71' N, 70°46.97' W.

(b) (1) A precautionary area is established and is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.01' N, 68°59.96' W, intersected by the traffic separation schemes in the approach to Boston, MA, and Eastern approach, off Nantucket (part II of the TSS off New York) at the following geographical positions:

Latitude	Longitude
40°50.47' N	68°58.67' W.
40°23.75' N	69°13.95' W.

(2) The precautionary area is bounded to the west by a line connecting the two TSSs between the following geographical positions:

Latitude	Longitude
40°48.03' N	69°02.95' W.
40°36.76' N	69°15.13' W.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

§ 167.77 In the approach to Boston, MA: Traffic separation scheme.

(a) A separation zone 1 mile wide is established and is centered upon the following geographic positions:

Latitude	Longitude
42°20.73' N	70°39.06' W.
42°18.28' N	70°01.14' W.
40°49.25' N	69°00.81' W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°50.47' N	68°58.67' W.
42°20.17' N	69°59.40' W.
42°22.71' N	70°38.62' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
42°18.82' N	70°40.49' W.
42°16.39' N	70°02.88' W.
40°48.03' N	69°02.95' W.

[USCG–2010–0718, 75 FR 77534, Dec. 13, 2010]

§ 167.100 In the approaches to Narragansett Bay, RI, and Buzzards Bay, MA: General.

The traffic separation scheme in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, consists of four parts: Two precautionary areas and two approaches—a Narragansett approach and a Buzzards Bay approach. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§ 167.101 through 167.103. The geographic coordinates in §§ 167.101 through 167.103 are defined using North American Datum